

November 25, 2009

Mr. Denis Kelly
Regional Clerk
Region of York
Corporate Services Department
17250 Yonge Street, 4th Floor
York Region Administrative Building
Newmarket, ON L3Y 6Z1

**RE: GTA West Corridor Environmental Assessment
Study Progress Update Presentation**

Due to a scheduling conflict, York Region staff has requested that a planned presentation by the GTA West Corridor Environmental Assessment Study Progress Update delegation at the December 2, 2009 York Region Planning and Development Services Committee instead be received as a communication item. This request is also based on the understanding that another opportunity will be available later for the Ministry of Transportation to present the recommended transportation development strategy to this same Committee.

Please find attached a copy of the material that was to be presented. Please distribute to all Committee Members, along with a copy of this letter.

Should you require further information or have any questions with regards to the material attached, please contact Mr. Jin Wang, Project Coordinator with the Ministry of Transportation, at 905-704-2117, or Mr. Neil Ahmed, P. Eng., the Consultant Project Manager with McCormick Rankin Corporation, at 905-823-8500.

Thank you for your interest in this important study.

Sincerely,



Mr. Jin Wang
Project Coordinator
Provincial and Environmental Planning Office
Ontario Ministry of Transportation



Mr. Neil Ahmed, P. Eng.
Consultant Project Manager
McCormick Rankin Corporation

Attach.

cc: Steve Mota, Region of York
Loy Cheah, Region of York



GTA WEST CORRIDOR PLANNING AND EA STUDY-STAGE 1

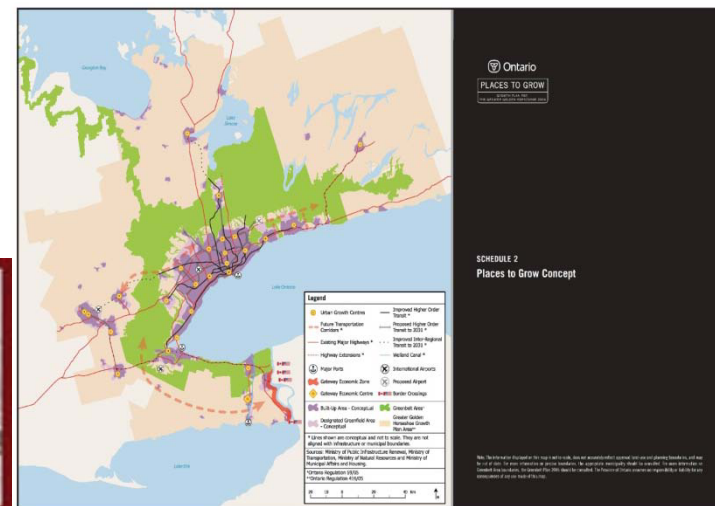
Study Update

York Region
NOVEMBER 2009



Policy Context

- Growth Plan
- Greenbelt Plan
- Niagara Escarpment Plan
- Oak Ridges Moraine Conservation Plan
- Provincial Policy Statement
- Municipal Official Plans





Future Growth

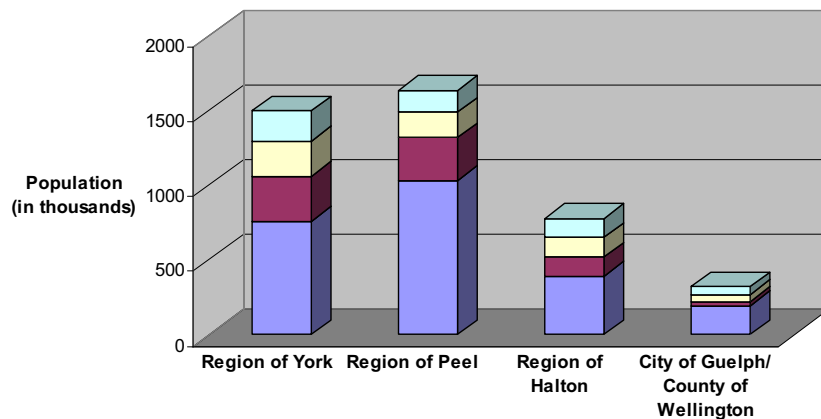
There will be significant growth

- GGH population from 7.8 to 11.5 million by 2031
- GGH employment from 3.8 to 5.6 million jobs by 2031
- Transportation problems expected to become more significant and not easily addressed

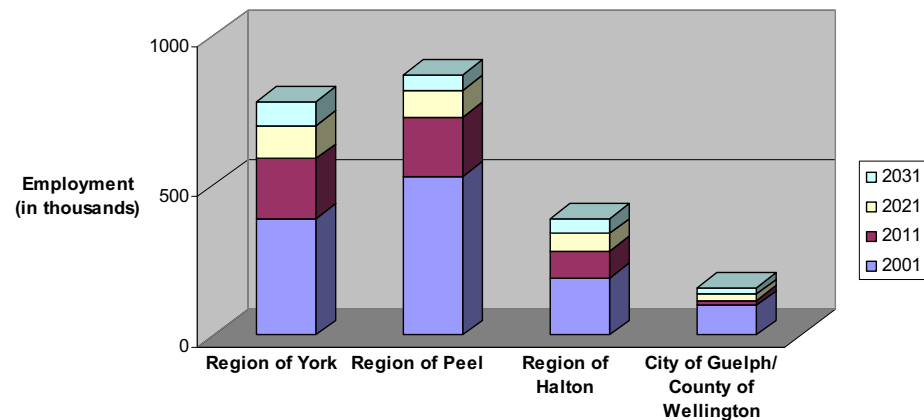
We must plan for the future

- Growth will lead to more commuter, tourism and freight trips
- Planning now is required to accommodate additional trips
- A multi-modal approach is most appropriate

Distribution of Population for the GGH
2001-2031



Distribution of Employment for the GGH
2001-2031

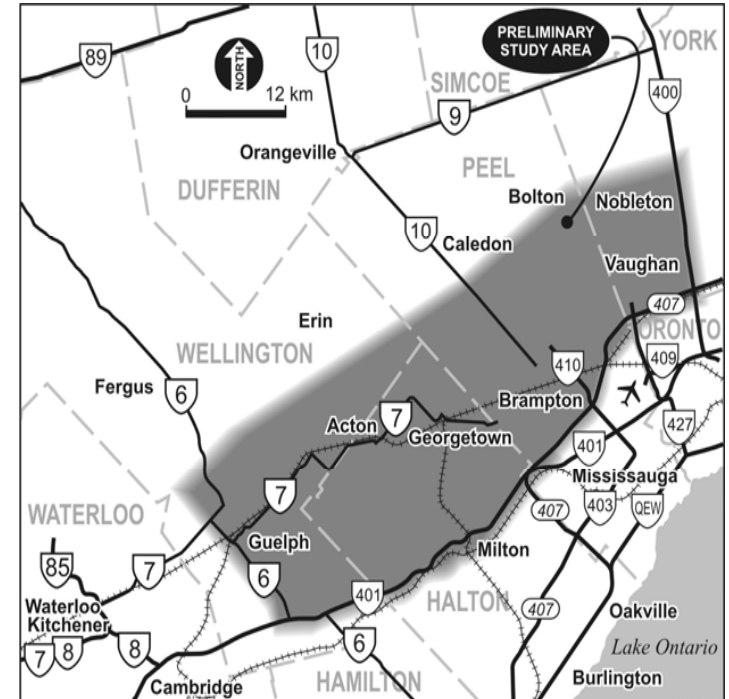




Study Purpose

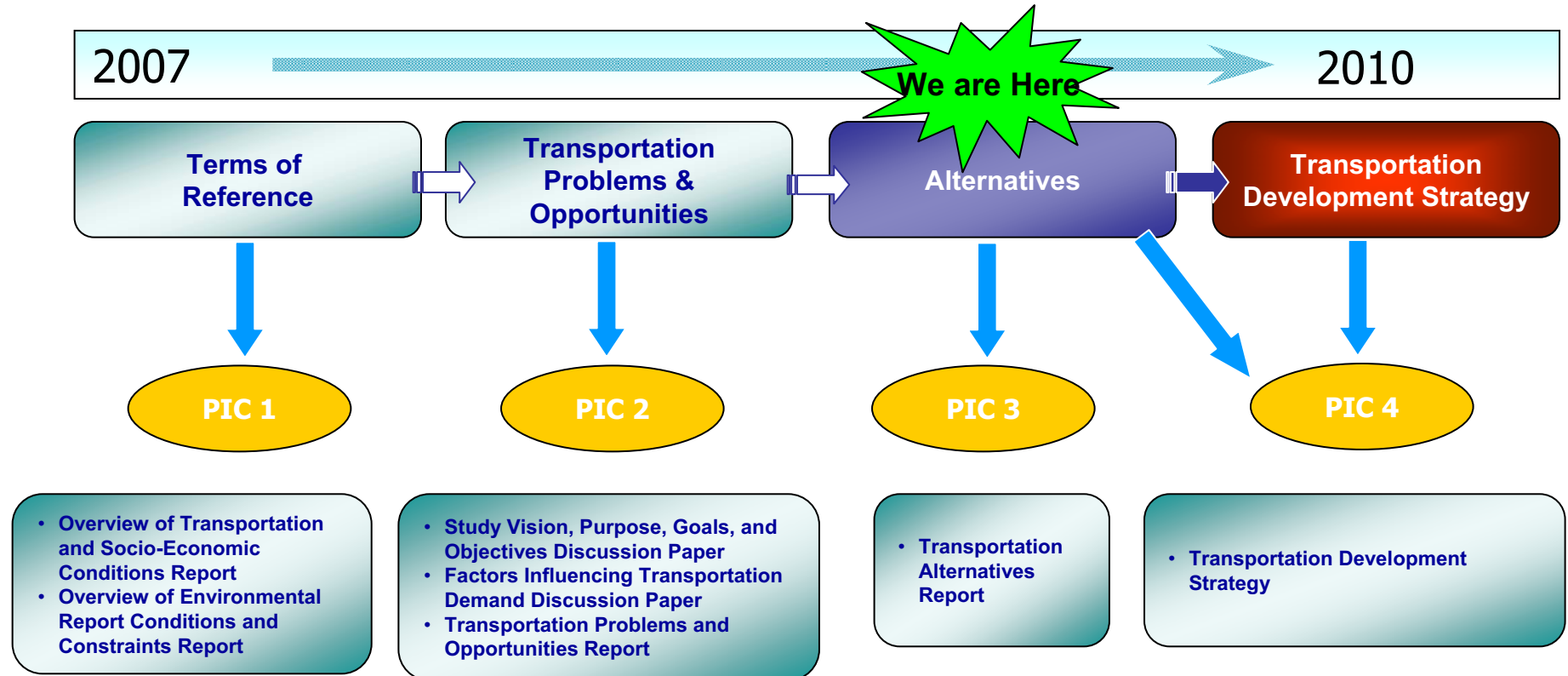
To proactively plan for future transportation needs by:

- Examining long-term transportation problems and opportunities to the year 2031
- Considering options to provide better linkages between Urban Growth Centres in the GTA West Corridor Preliminary Study Area as identified in the *Growth Plan*, including:
 - Downtown Guelph
 - Downtown Milton
 - Brampton City Centre
 - Vaughan Corporate Centre





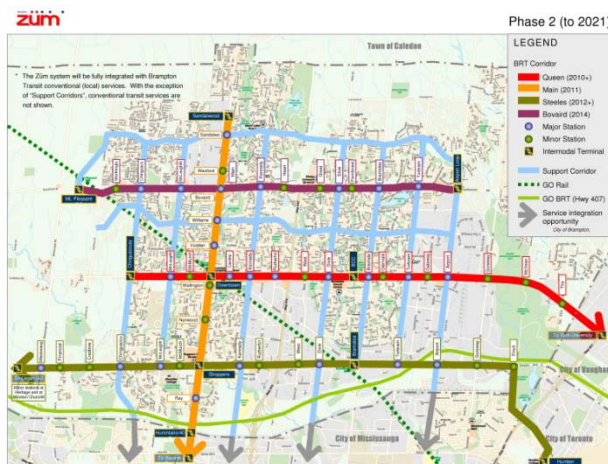
Overall Study Process





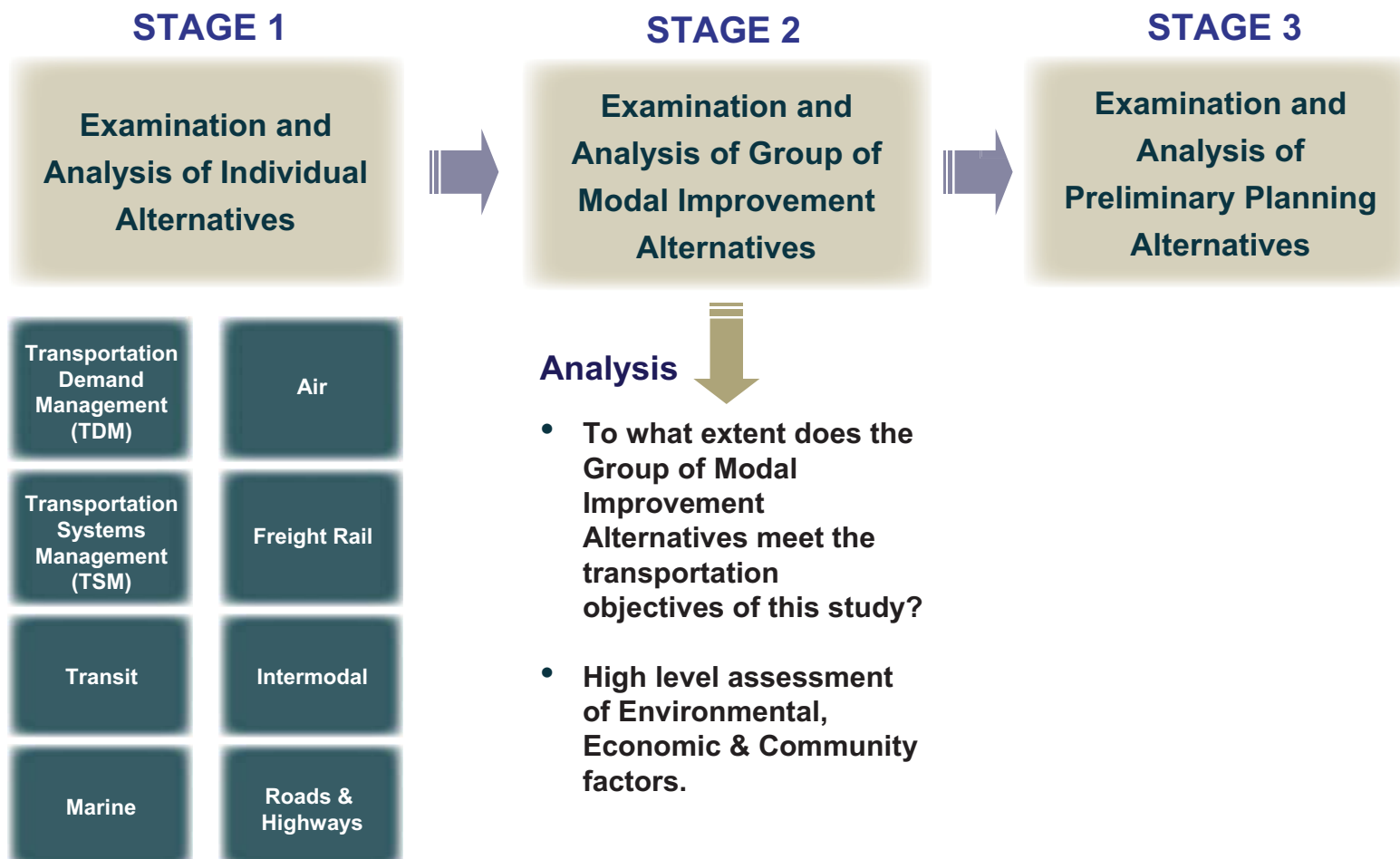
Foundation for Developing & Assessing Transportation Alternatives

This study built on many initiatives by Metrolinx/GO Transit, MTO and municipalities





Three-Stage Process for Developing and Assessing Alternatives

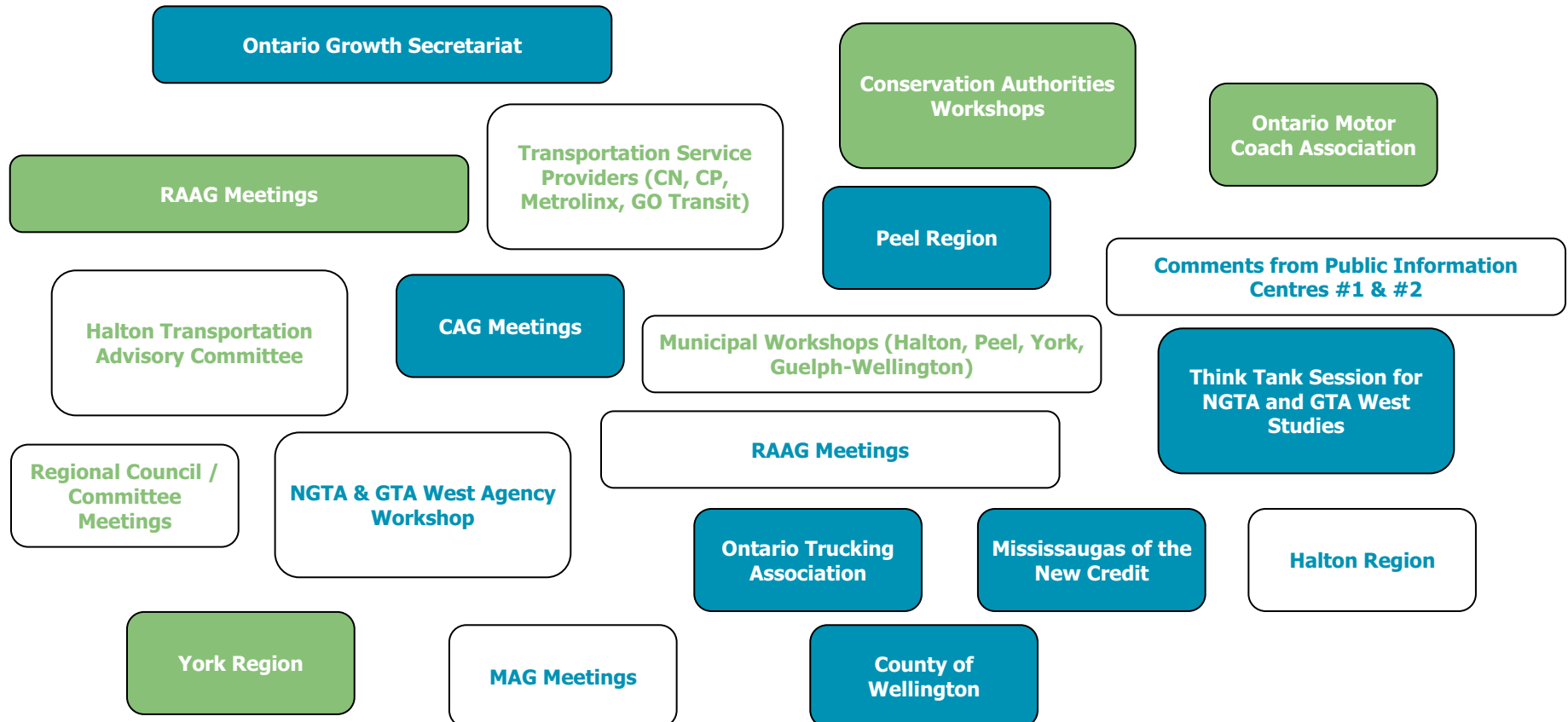




Consultation

The Creative Process

The Project Teams have conducted extensive consultation with a variety of stakeholders to receive ideas on possible alternatives. Consultation has included:





Individual Mode Alternatives

TDM/TSM

- Roadway and TSM / TDM expansion including Variable Message Signs to notify motorists of freeway conditions
- Lane Control Signs (i.e., speed harmonization)
- Ramp Metering Systems
- Incident Management, employee sponsored and provincial TDM programs
- Improved Transit/Rail Services including increased service frequency, fare integration, bus lanes on shoulders during peak periods, improved access to stations and incorporation of active transportation.

Freight Rail

- Grade separate road and rail (i.e. identify bottleneck location)
- National policy targets for modal shift onto rail
- Changes to rail grade separation regulations
- Standardize carrying requirements across jurisdictions
- Improve integration of rail and air transportation modes
- Utilize short haul routes
- Various CN and CP Initiatives

Transit

- Local transit (expand AcceleRide, rapid transit on freeways and major arterial roads),
- BRT (links between Urban Growth Centres)
- Rail Expansion including GO service (new service between Urban Growth Centres, service extension between Milton/Cambridge, Guelph/Waterloo)
- Regional rail service (i.e. new service from Bolton to Union Station and expansion along Georgetown corridor)
- Inter-regional Transit Hubs: Locations where transit and GO connect - expand bike and car parking lots

Intermodal

- Introduce Planning Policies to Promote Nodal (mixed use) Developments;
- Provide Choice and Opportunity to Benefit from Strengths of Each Mode;
- Understand Requirements and Match with Logistics and Economic Realities;
- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;

Air

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Improvements to "Free Trade Zone" Systems;
- Improve Integration of Rail and Air Transportation Modes;
- High Speed Rail link between Union Station-Toronto Pearson-Kitchener/Waterloo;
- Sixth Runway at Toronto Pearson.

Marine

- Logistics Hubs near Airports/ Ports/ Rail Yards/Industrial Parks;
- Changes to Ballast Water Regulations;
- Formal Distribution Network to/from Montreal;

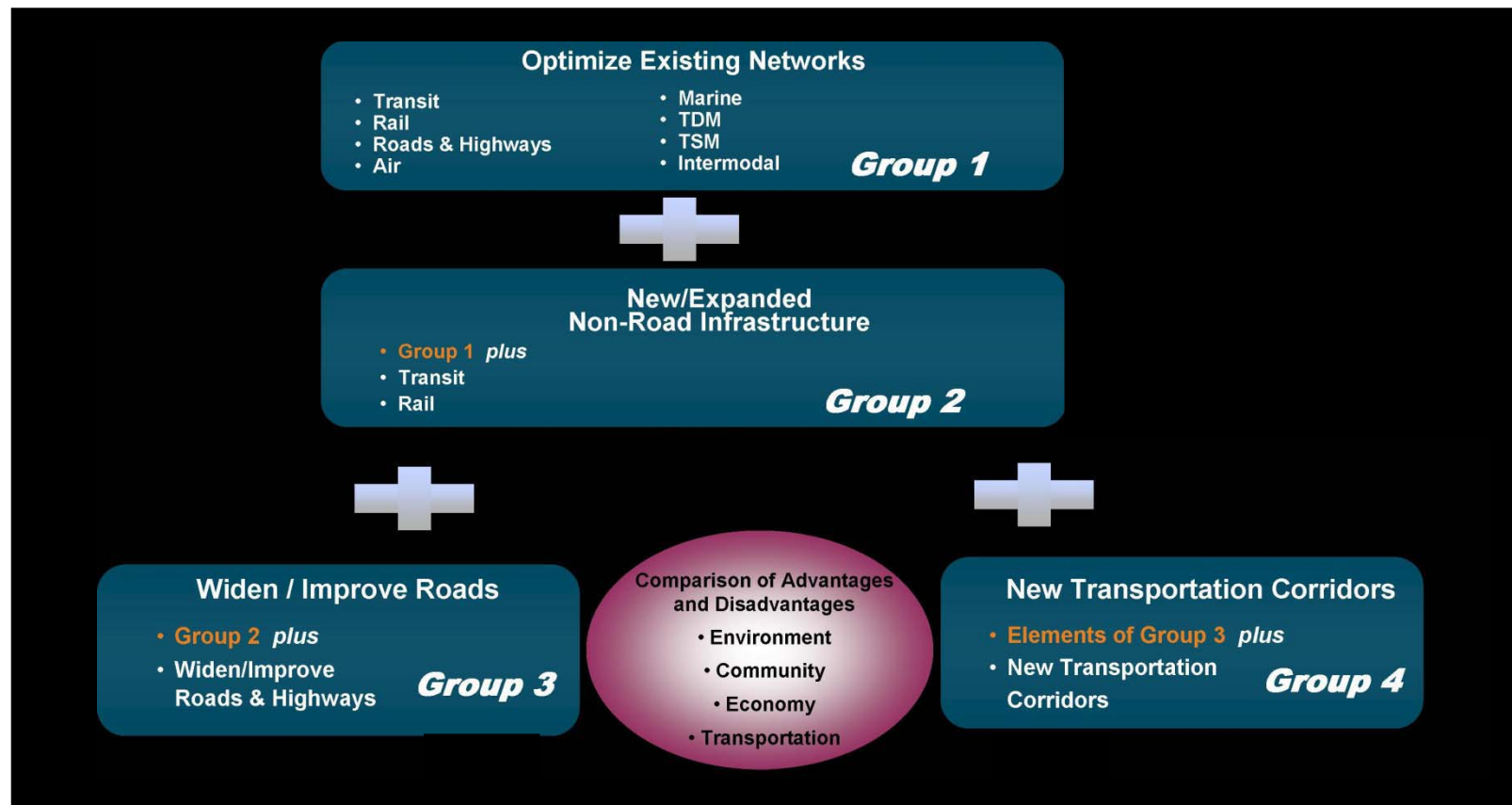


Individual Mode Alternatives

- High level assessment was carried out for single mode transportation alternatives
 - Transit
 - TDM / TSM
 - Rail (Freight Rail)
 - Intermodal
 - Air
 - Marine
- No single mode alternative is able to fully address all of the transportation problems and opportunities
- Elements of individual mode alternatives are carried forward to form Groups of Modal Improvement Alternatives



Groups of Modal Improvement Alternatives





Group 1: Optimize Existing Network

The following individual ideas form the basis for Group #1:

Metrolinx RTP & GO 2020
Strategies

- Improved access to transit stations for pedestrians, cyclists and motorists
- Improved integration of active transportation opportunities and transit (e.g. secure storage facilities at transit stations, bicycle storage on transit vehicles, etc)
- Expanded use of roadway shoulders during peak travel periods
- Improved scheduling and fare integration between inter-regional and local transit providers
- Use of real time trip planning information technologies for transit users and drivers
- Increased / improved transit service frequency



GTA Study Team
Strategies

- Speed harmonization – reduced speeds during times of congestion facilitate improved traffic flow (e.g. lane control signs)
- TDM programs – provincial co-ordination and employer sponsorship of programs improves the effectiveness of TDM initiatives (e.g. Smart Commute)
- Ramp metering systems – regulated auto access to sections of highway reducing local congestion
- Transit / HOV bypass locations – bypass lanes using metered ramps and direct ramp access to transit stations/carpool lots for HOV and transit vehicles
- Incident management and detection – improved detection and response to emergencies/incidents for more timely clearance
- Operational improvements at localized bottlenecks to ease traffic flow





Group 1: Optimize Existing Network

Outcome of Group 1 High Level Assessment:

- ***Expected benefits***

- Trip reduction
- TDM and TSM have the greatest impact on urban travel patterns in urban centres
- Potential for inter-regional auto travel to decline by 4% in the GTA West Preliminary Study Area
- Potential for maximized efficiency of the transportation system
- Potential for benefits to air quality and climate change through trip reduction and mode shifts
- Potential health benefits with increased active transportation (walking, cycling)

- ***Does not fully address Problems & Opportunities on its own***

- ***Group 1 initiatives are carried forward into Group 2***



Group 2: New/Improved Non-Road Infrastructure

Group #2 Alternatives include Group #1 initiatives plus new / improved non-roadway infrastructure (e.g. related to transit, rail and air). Examples of Group #2 initiatives:

Metrolinx RTP & GO 2020 Strategies

- More buses and stations and dedicated bus lanes for York VIVA BRT
- Rapid transit line for Finch West from Yonge Subway Line to Highway 27 and Humber College and east to Don Mills Station
- York VIVA improvement in West Vaughan Area
- 7 day GO Bus service between Kitchener-Waterloo and Cambridge to Milton and Square One Mississauga Bus Terminal
- Additional expanded and improved parking facilities at transit stations
- New bus storage in Streetsville and Aberfoyle
- Milton Corridor expansion
- Feasibility Study on Bolton to Union Station rail line
- Other Metrolinx RTP and *GO 2020 Strategy* initiatives (See display 2: *Many Improvements have already been planned*)
- Freight Rail, Air and Marine initiatives to be pursued by others (see display 4: *Individual Mode Alternatives*)

Rapid Transit

- Steeles area (Lisgar GO to Highway 427)
- Highway 427 (Toronto Pearson International Airport to Queen Street)
- Hurontario (Port Credit to Downtown Brampton)
- 407ETR (Toronto Pearson International Airport to Highway 427)
- Finch Ave. West (Toronto Pearson International Airport to Finch Station)
- Highway 10 (Mayfield West to Downtown Brampton)
- Highway 7 (Peel-York boundary to Locust Hill/Markham)
- 407ETR (Halton to Durham)
- Trafalgar/Main (Downtown Milton to 407ETR)

Regional Rail Service

- Bolton from Union Station
- Expansion of the Georgetown north corridor (Downtown Brampton / Milton)
- Toronto Pearson International Airport to Union Station
- Service extension from Milton to Cambridge
- Service extension from Georgetown to Kitchener

Express Rail

- Richmond Hill / Langstaff Gateway to Union Station
- Downtown Brampton to Union Station
- Brampton Züm
- Downtown Brampton to Peel-York Boundary
- Downtown Brampton to Union Station



GTAW Study Team Strategies

- Expanded inter-regional GO Bus routes feeding GO Rail station
- Inter-regional transit hubs where local transit and GO Transit connect (i.e. Guelph, Vaughan Corporate Centre, Toronto Pearson International Airport, Milton, Brampton)
- New bus rapid transit links between Urban Growth Centres (Downtown Brampton, Downtown Milton, Vaughan Corporate Centre, Downtown Guelph)



Group 2: Includes New/Improved Non-Road Infrastructure

Outcome of Group 2 High Level Assessment:

• *Expected benefits*

- Improved mode choice for movement of people and goods
- Improved potential for mode shift from auto/truck travel to other modes (transit/rail/air)
- Potential for benefits to air quality and climate change and decreased congestion through trip reduction and mode shift
- Potential shift of 10% of long distance truck traffic (> 500km) to alternative modes if infrastructure and policy support is provided

• *Does not fully address Problems & Opportunities*

- Serious roadway congestion on Highways 401, 400, 427 and 410 forecast to increase substantially
- Traffic congestion, accidents, pollution and other delays cost businesses and people time and money and other negative impacts

• *Groups 1 & 2 initiatives are carried forward into Groups 3 & 4*



Group 3: Includes Widened / Improved Existing Roads

- Group 3 alternatives include elements from Groups 1 and 2
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - Transit supportive corridors between urban growth centres
- Widened provincial highways (Highway 401, 410, 427, 400) and 407ETR

WITH OR WITHOUT

- Widened regional/county roads

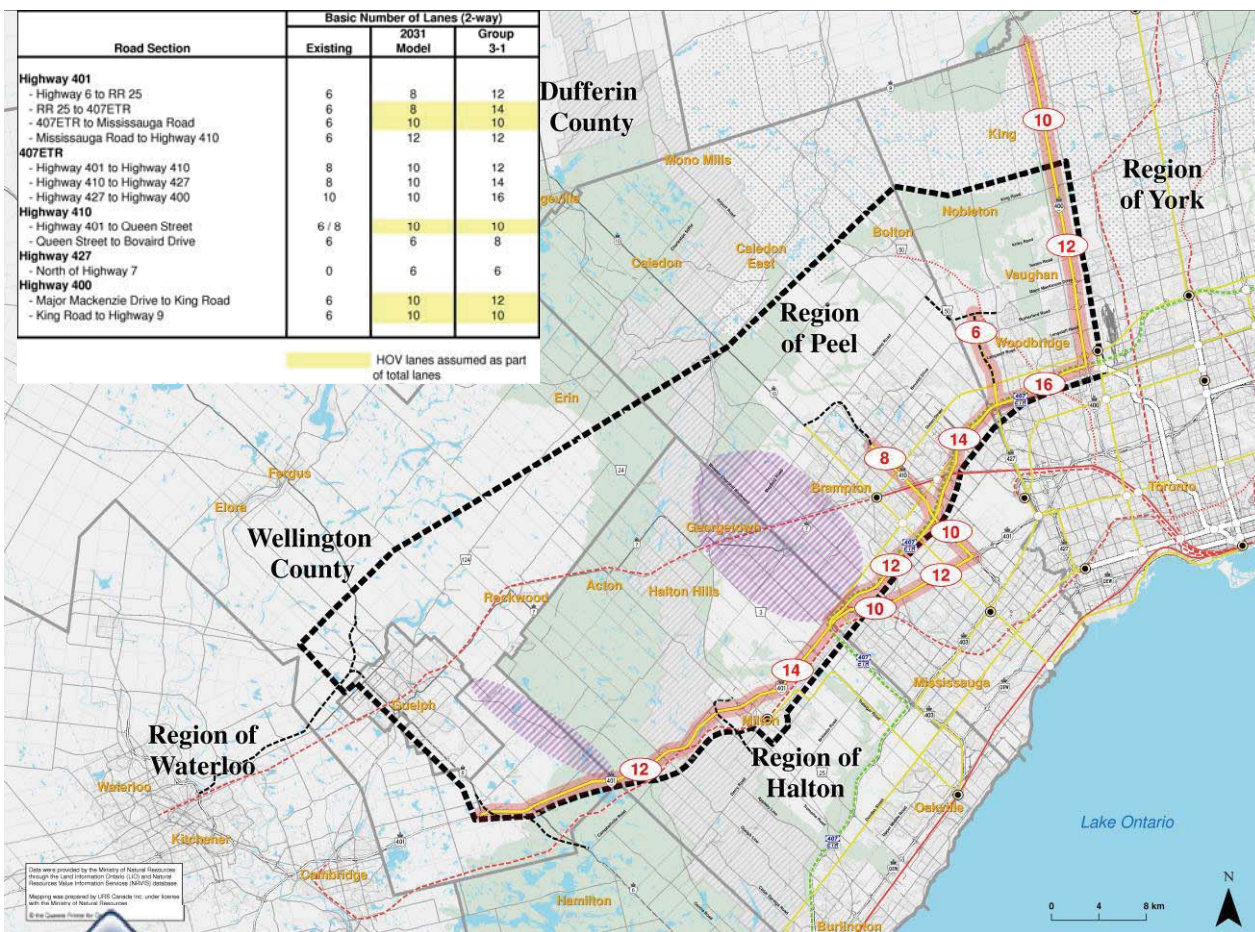


This alternative builds on initiatives by Metrolinx, MTO and municipalities



Group 3: Includes Widened / Improved Existing Roads

Alternative 3-1

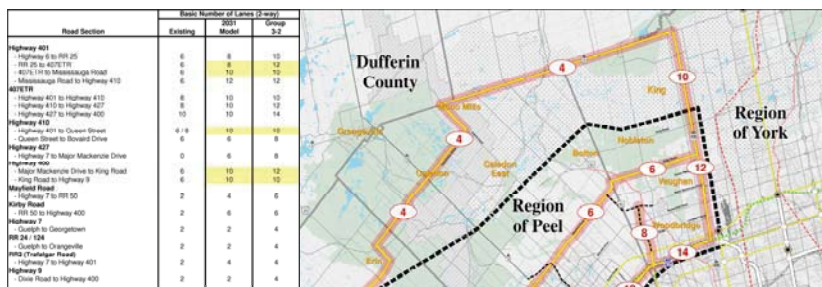


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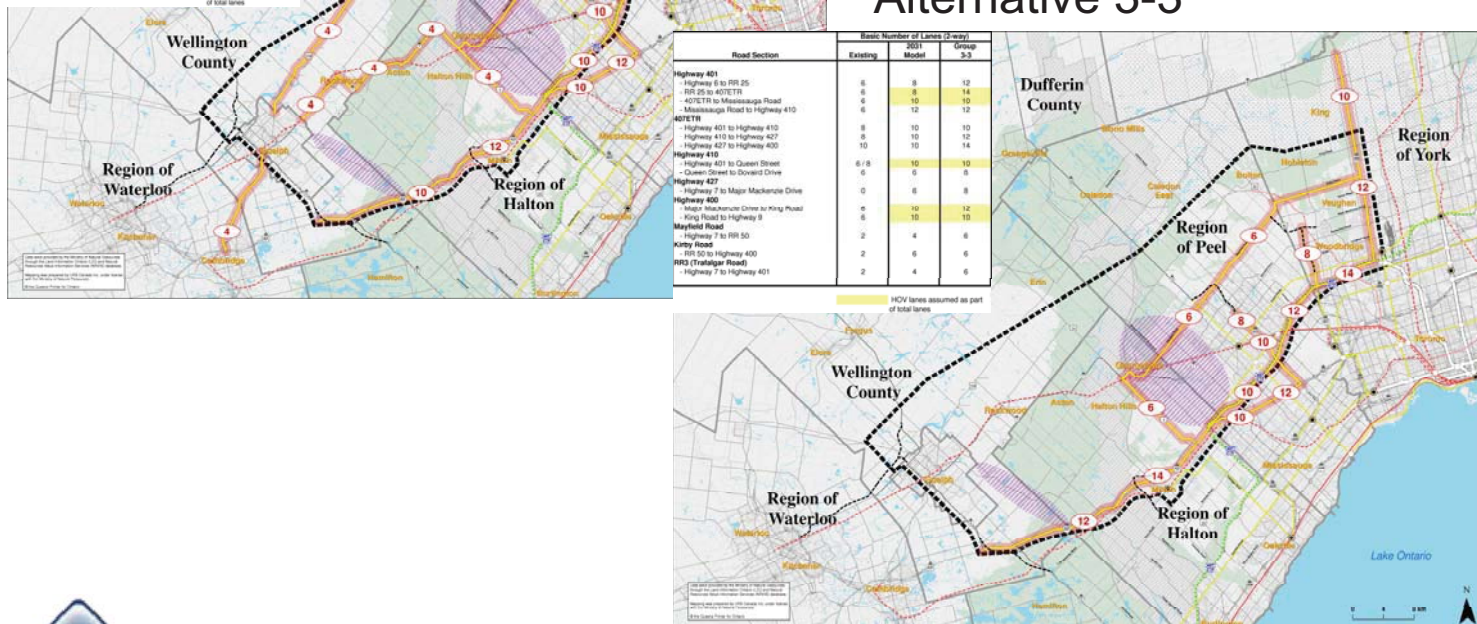


Group 3: Includes Widened / Improved Existing Roads

Alternative 3-2



Alternative 3-3



Legend

- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



This alternative builds on initiatives by Metrolinx, MTO and municipalities



Group 3: Includes Widened / Improved Existing Roads

Outcome of Group 3 High Level Assessment:

- **Generally addresses transportation service / congestion issues**
- **Limited capacity to accommodate growth beyond 2031**
- **Does not provide adequate redundancy and reliability**
- **Has potential for community impacts**
- **Carried forward for further consideration**



Group 4: Includes New Transportation Corridor

- Group 4 alternatives include elements from Groups 1, 2 and 3
 - Metrolinx RTP
 - GO 2020 strategies
 - TDM programs
 - New bus rapid transit link between urban growth centres
- New corridor from Highway 400 to Highway 410, with possible extension to Highway 401 east or west of Milton

OR

- New corridor from Highway 400 to Highway 6 north or south of Georgetown and Guelph



This alternative builds on initiatives by Metrolinx, MTO and municipalities

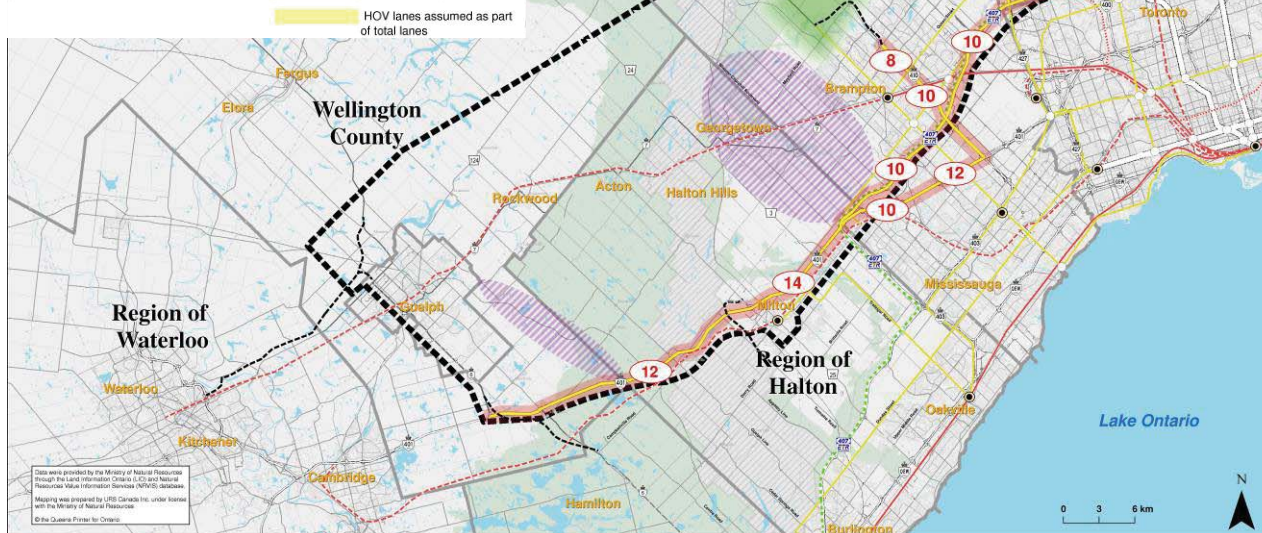


Group 4: Includes New Transportation Corridor

Alternative 4-1

Road Section	Basic Number of Lanes (2-way)		
	Existing	2031 Model	Group 4-1
Highway 401			
- Highway 6 to RR 25	6	8	12
- RR 25 to 407ETR	6	8	14
- 407ETR to Mississauga Road	6	10	10
- Mississauga Road to Highway 410	6	12	12
407ETR			
- Highway 401 to Highway 410	8	10	10
- Highway 410 to Highway 427	8	10	10
- Highway 427 to Highway 400	10	10	10
Highway 410			
- Highway 401 to Queen Street	6 / 8	10	10
- Queen Street to Bovaird Drive	6	6	8
Highway 427			
- Highway 7 to Major Mackenzie Drive	0	6	8
- M. Mackenzie to New Transportation Corridor	0	0	8
Highway 400			
- Major Mackenzie Drive to King Road	6	10	12
- King Road to Highway 9	6	10	10
New Transportation Corridor			
- Highway 410 to Highway 427	0	0	4
- Highway 427 to Highway 400	0	0	6

Dufferin County



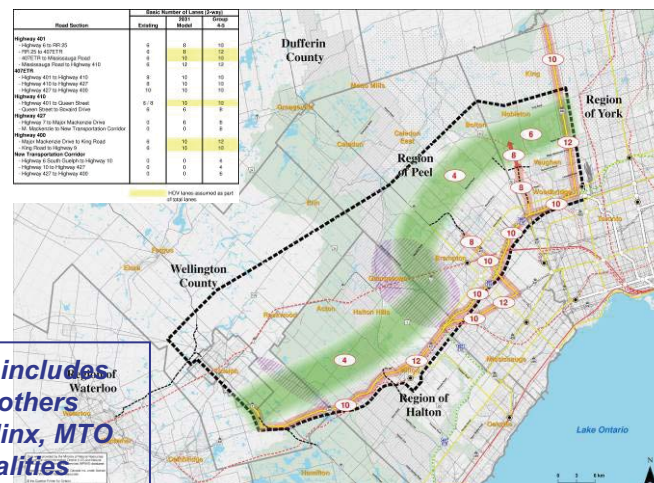
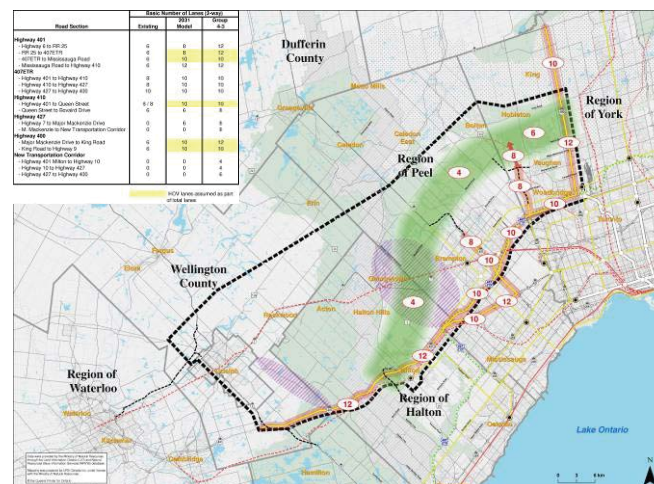
Legend

- New Transportation Corridor (approximate location)
- 12 Ultimate Number of Lanes
- Potential transportation corridor under study
- Planned Projects
- Anchor Hub
- Gateway Hub
- BRT on Controlled-Access Expressway
- Other Rapid Transit
- Regional Rail (peak)
- Regional Rail (full-day, two-way)
- Express Rail
- Subway
- Utility Line
- Existing Rail Line
- Niagara Escarpment Planning Area
- Oak Ridge Moraine
- Greenbelt Planning Area
- GTA-W Preliminary Study Area
- Municipal Boundaries



This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



This alternative includes initiatives by others including Metrolinx, MTO and municipalities

The representative alternative shown here is intended to show the end points and potential connections to the transportation network. Specific route alternatives, the detailed effects (advantages and disadvantages) of these alternatives, as well as the selection of the Preferred Alternative(s), are subject to subsequent steps of the EA



Group 4: Includes New Transportation Corridor

Outcome of Group 4 High Level Assessment:

- **Generally addresses:**
 - **transportation service / congestion issues,**
 - **longer term capacity requirement,**
 - **accessibility to employment centres,**
 - **redundancy and**
 - **reliability**
- **Has potential for further environmental impacts**
- **Carried forward for further consideration**



Upcoming Consultation

- GTA West Public Information Centre #3
 - November 30th – Guelph PIC, River Run Centre
 - December 3rd – Georgetown PIC, Mold Master Sportsplex
 - December 8th – Caledon PIC, Brampton Fairgrounds
 - December 10th – Woodbridge PIC, Le Jardin Conference & Events Centre



What's Next

- Following PIC #3 evaluations will be completed using a range of factors and criteria to determine which alternatives should be carried forward into Preliminary Planning.
- During preliminary planning the alternatives carried forward will be considered in the following process

